

## MOTORISTS FIND GLASS ROAD BED AT YELLOWSTONE

**Proves to be Admirable Roadway But is Hard on Tires.**

Ever hear of a mountain of glass? Or a glass road?

No, this isn't a yarn about a glass pyramid in the rear of somebody's bottle factory, nor a story of a broken bottle road police trap for speeders.

A mountain of solid glass was the biggest problem confronting the construction engineers who built the magnificent road system which is one of the finest artificial features of the Yellowstone National park. How they solved the problem by methods hitherto unheard of in road construction is one of the most interesting freak stories in the history of roadmaking.

When the special geological report of the scientists attached to the United States Geological survey was submitted to the U. S. government engineers, before construction work was started, nothing very remarkable was noted, except the statement that, for three-quarters of a mile along the proposed river route, there was a seemingly impenetrable mountain of glass running sheer down to the river.

Road construction was started in other parts of the immense domain, while the engineers prepared to attack the mountain, which was really a survival of the Cretaceous and subsequent Tertiary periods might have been yesterday in the history of Yellowstone, whose story goes back to the first cooling of the earth's surface.

**Dynamite Has No Effect.**

Giant blasting powders and heavy charges of dynamite were used, with as little effect on the adamant glass wall as a wooden mallet. Finally, when all the usual methods had failed, a surveyor with the engineering party, who had formerly been a glass blower suggested heating the mountain and spraying it afterwards with water to make it disintegrate. Since the standard methods had proved unsuccessful, the engineers were inclined to think this idea might be practicable. Accordingly great logs were hauled and piled along the base of the mountain, and fires started along the three-quarter mile section of the proposed route.

Energetic crews piled logs on the fire for several days, and after the desired heat had been registered, the intrepid engineers directed the spraying of the mountain face with water from the river below. The entire face of the mountain exploded in huge chunks, the deafening reports being heard for many miles. The experiment was a complete success. About half of the space was cleared and after another trial, they had room enough for a Roman chariot race.

**Road Hard on Tires.**

The chunks of glass were found to be admirably adapted for road-building, so they were used as the base, with the smaller pieces on top. The temperature changes in the park cause continual chipping of the mountain, resulting in the surface of the road being covered with small pieces of this glass-like material, which ground down by constant traffic, made a very durable road-bed. This short three-quarter mile stretch of road, while wonderfully constructed and built to last for centuries, is unequalled anywhere in the world for its ability to inflict punishment on automobile tires. Because of the abrasive forces encountered, the tires must have a very tough tread and give the utmost in traction.

## Great Tire Year Is A Prediction Of D. M. Mason

**Companies Employing Constructive Sales Policy Realize Profit Is Claim.**

In a recent statement to his organization D. M. Mason, of the Mason Tire Co., has made some startling predictions regarding the tire industry for 1922.

"This will be one of the greatest tire years the industry has ever known for those companies who are in position to meet the public demand for a tire of unquestioned value, long life and reasonable price. While many estimate this year's production of tires to be larger than last year's, few realize the tremendous sales impetus that many of the good tire companies are experiencing at this time.

"Those companies which have adhered to a constructive sales policy are finding that profits and volume are mounting in a most pleasing way and our own company, the first three months has shown net earnings after depreciation and interest, amounting to a great deal more than in any previous quarter in our history.

"This indicates in part the splendid financial position of companies such as ourselves who have recognized the trend of the cord tire and the desirability on the part of the public for a tire on which they can depend for satisfactory mileage under the most exacting conditions.

Unfilled orders on hand at the plant at the present time are larger than at any time in our history, and for the next few months our sales will be limited only by the number of tires which we can deliver. "Some of the great manufacturers, such as the Ford Motor Co., of Detroit, have recognized the fine quality of Mason cords and today our tires are standard equipment on Ford cars and trucks.

"These factors all indicate not alone a great tire year for our company, but a great tire year for any good tire company which has cleared the decks, bought conservatively, and is in a position to produce the finest grade tires at a minimum overhead.

"We find everywhere dealers eager to tie up with standardized lines on which the public can depend. "I believe," says D. M. Mason, "that looking back we will be able to say that 1922 was one of the banner years in the tire industry."

Pure soap and warm water is all that is needed to clean seat covers.

## 'Wired Wireless' Ends Babel of the Air

(Special to The News-Times.)  
WASHINGTON, May 20.—"Wired Wireless" solves the problem of the babel of the air created by radio enthusiasts.

Maj. Gen. George O. Squier, chief signal officer of the United States army, explained today how his development of "wired wireless" can be applied to practical problems of radio broadcasting and receiving.

Sitting at his desk in his office in the Munitions building, Gen. Squier turns the switch of his electric desk lamp.

Immediately the strains of a violin solo by Mischa Elman flood the room, coming from an ordinary radio-receiving set in one corner.

**System Is Simple.**

"There's nothing startling about it," says Squier, snapping off the switch. "For years we have been broadcasting all sorts of things by means of our electric lighting circuits—flat irons, vacuum cleaners, washing machines, dishwashers, curling irons, fans.

"Now by this system of controlled radio, we simply broadcast radio waves over a definite network of wires and into homes and offices in a definitely known zone, instead of sending them out at random to help confuse the ether."

**Radio Now Exclusive.**

"One of the biggest handicaps to radio, heretofore, has been its exclusiveness. By this new method radio may be made exclusive.

"Washington, for instance, may broadcast for its citizens concerts, lectures, news-bulletins of any sort of information or entertainment without disturbing the ether for Baltimore or other near-by towns.

"By assigning wave-lengths, any number of broadcasting stations can send messages into the Washington circuit, for Washington consumption, without cluttering up the ether for general radio work.

"This exclusiveness can be carried much further. Any hotel or building having its own electric system can become a self-contained radio circuit.

"With a radio amplifier in each room, connected with the hotel's own electric circuit, it would be possible to broadcast the music of the orchestra in the main dining room to be broadcasted to every guest room.

## It Would Seem That All Is Not Gold That Glitters, Claim The Auto Men

**Here is the Story of a Record Race That Was Never Run.**

Murder will out.

It seems like everybody and everything has a past. In that respect, it also seems, the automobile industry is no exception.

Here's a little inside story which shows the lengths the dealers were willing to go to a few years ago, back in the days when cars were sold on the name they established in hill climbing or road race stunts.

The story was told a few nights ago at a meeting of the South Bend Automotive Trades Ass'n. No names of those persons or cars can be used, of course. However, it would not make much difference as the methods are way out of style now.

At the meeting the talk drifted around to a discussion of the speed claimed by certain ordinary stock cars. One of our local dealers got quite excited and declared, with emphasis, "They can't tell me anything about the speed of those regular stock cars. When they calmly walk in and say they can get 65 and 70 miles out of their boat you can bet they either are kidding themselves or trying to kid you."

Another well known dealer spoke up and said, "Well I don't know. Now if you'll look up a record made by a certain stock car at a certain time you will find that that car was driven from a certain town to another certain town, a distance of 74 miles over rough country roads in 72 minutes."

This statement elicited a storm of "razzes" from the dealers' hard-headed associates. The dealer stuck to his statement and claimed the record still stands.

"But," he said, there was a nigger in the wood pile and he's still there as far as the general public is concerned. Here's the way it happened. Several years ago down in my town the competition became so keen that a car could only be sold on its ability to climb a perpendicular hill at a snail's pace, or could race over a stretch of country roads at lightning speed. Every week some car would come through with a crazy record of some kind and the public wanted that car and nothing else.

"We finally doped out a big race against time for our car. We advertised it widely. The car was to start from a certain town 74 miles away at a designated hour. Official starters were sent for. Everything worked out smoothly. Our home town streets were jammed with crowds waiting for the racers to arrive.

"The start was made. Our driver, a tall spare man, clad in cap and linen duster took the wheel. His mechanic, a short round gentleman, clad also in cap and linen duster, took his place along side and at the second, the car was off down the road in a cloud of dust.

"Twenty-two minutes later the waiting throng in the home town were thrilled at the sight of a big dust covered touring car thundering up the main street. Cheers greeted the tall, spare, linen dustered driver and his short, round companion as they alighted, wiping the grime from their faces. The time was announced and a hitherto untouched record for our stock car was made.

"That's the story gentlemen, said the local dealer, needless to say our business picked up. However, I forgot to mention this, you are all aware of the fact that there are such things as two pairs of linen dusters, two pairs of caps, and even two stock cars that are exactly alike, yes, even to numbers, tires, and all equipment. Also, that there are more than one tall, spare gentleman who can act as a mechanic. I would not doubt if there were more than two of each in this little old world of ours, but I have never found occasion to investigate if there were more than two, so we'll leave that unsettled. Again you know you can throw dust in the air and stand under it and become well known."

"I believe," says D. M. Mason, "that looking back we will be able to say that 1922 was one of the banner years in the tire industry."

Pure soap and warm water is all that is needed to clean seat covers.



MAJ. GEN. GEORGE O. SQUIER "PLUGS IN" ON HIS ELECTRIC LIGHT CIRCUIT AND LISTENS TO RADIO MESSAGES.

"The possibilities are infinite. Both for business and personal uses, the development of a method of controlled radio immeasurably broadens the field of its practical use.

"By making possible intensive radio broadcasting within the limits of a given city or community, without affecting the ether for other cities or for long distance radio communication, wired wireless greatly simplifies the problem of radio regulation.

**You Merely "Plug In."**

"The same sort of plug that is on the end of your flat-iron cord or

your vacuum sweeper connection connects your radio-receiving set with the city's electric circuit.

"Then you can get off that circuit whatever radio messages are put on it—get them clearly, sharply, distinctly, without any 'fading in' and 'fading out' and without interference from outside broadcasting stations or experimenting amateurs.

"And while others are not bothering you, while you're getting this local broadcasting, the ether is left just as free for regular radio communication as if all local 'wired wireless' stations were silent."

**Victim of the Auto.**

LONDON, May 20.—Three of the famous pigeons of St. Paul's cathedral have been found dead, started on their efforts to feed their spring crop of young ones. Motor traffic is responsible for the famine. The birds used to live well on the grain dropped from horses' nosebags. Now they depend on the public generosity, and in rain weather sometimes go foodless for days.

**Booze Shortage Cause of "Lunatic Jags"**

MATTOON, Ill., May 20.—"Lunatic jags" are the latest in Mattoon. So many men have been arrested here lately, in intoxicated conditions, with the remains of bottles of a certain liniment in their pockets that steps are being taken to control or prohibit its sale. Labels on the bottles state the contents are 70 percent alcohol.

**Austrian Writes for Yankee Chewing Gum**

BANNOCK, Ohio, May 20.—American manufacturers are overlooking an opportunity for export trade, judging from a letter received by W. P. McNary, assistant postmaster and merchant here. The letter is from an Austrian who formerly worked in Ohio mines, but who now is back in his old country.

The Austrian asked that certain brands of American chewing gum be sent him. He said he is unable to enjoy the pastime of chewing gum because the delectable commodity is unobtainable in his country.

McNary arranged to send him several boxes of his favorite slabs.

**Accurate peening insures true cylinder wall bearing**

**Minute face ring seals itself almost immediately after being installed**

**You Want a Permanent Cure**

For

Excessive use of gas and oil.

Spark Plugs fouling.

Choppy motor when idling.

Oil in crank case thinned with gasoline; correction of motor ills—lack of power and pep, etc.

To correct a trouble you must get at the root of it.

All your motor ailments can be cured by REGRINDING CYLINDERS, fitting new Pistons, Pins and Rings.

And be careful about the Rings.

We use Splitdorf Peened Piston Rings.

They insure:

Lasting Quality—(Because Heat Treated).

Perfect Fit—(Made absolutely round).

Uniform Tension around cylinder wall—(Peened, hammered, on outside to equalize circumferential pressure).

Against Oil and compression leakage—(Made with patented overlapping joint—cannot leak).

NO ADDITIONAL CHARGE FOR SPLITDORF RINGS

(Ask for them)

Cylinder Regrinding Means Real Economy

WE GUARANTEE OUR WORK

**R. C. STOLP**

125 S. St. Joseph St.

Lincoln 6809

## THIRTY-TWO CARS ENTER 'SPEEDWAY' MEMORIAL CLASSIC

**Seven More Cars Than Run Last Year to Compete in Hoosier Sweepstakes.**

Thirty-two cars, the largest field in several years, is the entry list for the 10th annual \$50,000 International Sweepstakes at Indianapolis May 30, according to word received by Jack Taylor of Taylor's Tire Shop, local representative of the Oldfield Tire Co., from Barney Oldfield, president of the company. This is seven more cars than were entered in the classic a year ago, Barney points out, and it shows clearly that the interest in these races is increasing.

"It is a splendid thing for the industry that this is the case," Barney writes, "for there is no better demonstration of mechanical and tire stamina than the gruelling pace the speedways afford, and the many years I spent on the track have been invaluable to me as a manufacturer of tires."

An interesting feature Barney reports is that for the first time at the Indianapolis classic two "divers" have been entered. These cars are rebuilt Fords, the engines having undergone changes by another light car manufacturer who has entered them under the name of "Fronty Fords." A novel idea in connection with these two cars is that they will be connected with the pits by wireless, enabling the drivers to communicate with their helpers while at full speed on the track.

Up to the present four foreign entries have been recorded, these including a London engineer, who is bringing a new English car that has yet to make its bow to motordom.

As in nearly every important sweepstakes at Indianapolis, the 1922 race will have its millionaire, this year that standard being carried by the youthful son of a well-

known car manufacturer. He will drive the car with which Tommy Milton won the purse in 1921, coming within 25 of a second of equalling the track average of 83.84 miles an hour hung up by De Palma in 1915 with a much larger engine.

"Four of the nine former winners are to compete this year," says Barney, "for the lion's share of the \$100,000 aggregate purse, of which the track offers \$50,000, and I know we are going to see some great performances. Oldfield Tires will play an important part for these speed demons. Oldfield casings have been built from the fruit of my own racing experience. They won for Jimmy Murphy in Paris, when he captured the Grand Prix, and they are continuing in their remarkable performances. I take special pride in the fact, too, that these same tires may be seen on an increasing number of automobile every day."

**SHOE PRICE DROP IN SIX MONTHS FORECAST**

INDIANAPOLIS, May 20.—Pedestrians who can hold out another six months on their present footgear may be able to purchase their next shoes at further reduced prices. The retail price of footwear will not be reduced, for six months, according to opinions expressed by delegates to the annual convention of the Indiana Retail Shoe Dealers' association here.

A decrease in the price of shoes averaging 35 per cent already has become generally effective throughout the country, and any further drop is unlikely until large stocks of leather laid in by manufacturers at prevailing prices are exhausted. It is probable, however, members said, that there will be a decrease at the end of the six-month period.

**WILL BURN WOODEN SOLDIER MEMORIALS**

INDIANAPOLIS, Ind., May 20.—On Memorial Day the old wooden war memorials that glittered with painted carving in 1915 are to be burned in accordance with military regulations by various posts of the American Legion, according to reports received at national headquarters of the Legion.

These memorials were built in many instances in the early days of the armistice, and bore on wooden panels the names of the local dead of the service. Of late they have fallen into decay, having been erected merely as temporary memorials. Souvenir hunters have already marked out the carved eagles on top of them for mantelpiece ornaments.

The Legionnaires remember the army regulations which provide that old American flags too shabby for display are to be burned so that the torn pieces may never be scattered or sold.

**Dependable  
Champions  
For Every Engine Everywhere**



Champion Regular now 75c  
Champion X... now 60c

**Last  
You  
Longer**

Champion construction is simple and effective, and the ribbed core is truly unbreakable and practically foul-proof

Ask your dealer to sell you a full set.

CHAMPION SPARK PLUG CO. TOLEDO, OHIO

# Big Demand For Jordans At New Price \$1795

F. O. B. CLEVELAND

The shortage of Jordan cars, predicted when the price was lowered, has come.

Demand is unprecedented.

People have always recognized Jordan quality and Jordan style leadership.

When they found they could get these admirable qualities at a new price, lower than they had hoped, Jordan sales jumped over night.

And quite naturally.

There is an exclusive new Jordan motor—a thrilling dynamic bundle of fascinating power—yet more quiet.

The Silhouette bodies are distinctly ahead of the times.

Light weight and perfect road balance.

Non-rattling, lubricated spring shackles. Spring leaves all Chrome Vanadium steel.

All instruments grouped under glass. Tools in locked compartment in door. Snubbers. Cowl ventilator. Optional colors.

Rugged non-weaving frame. New fashion barrel lamps. Lock on transmission. Curtains carried in doors. Finest hand-buffered leather upholstery. Alemite system of lubrication.

Distinctive appearance. Rare comfort. Unusual performance.

Compare every detail of the Jordan with any car selling within \$1000 of its price.

Check by Jordan standards.

Then you will understand the secret of Jordan success.

**Cressy Jordan Motor Co.**

747-749 South Michigan St., South Bend, Ind. Phone Lincoln 1666

# JORDAN

JORDAN MOTOR CAR COMPANY, INC., Cleveland, Ohio